various institutions, but no employment opportunities are available in our country. The youth, if not provided employment, get frustrated in their life. They may indulge in anti-social activities like violence and crimes which are very dangerous to our society and to the nation.

We have observed that most of outlawed, militants and terrorists are from amongst educated unemployed youth in the country. The youth are misguided by anti-social elements. It is a matter of great concern to all of us that no specific allocation or schemes have been announced for educated unemployed youth in the current year's Budget. The Government should think seriously and find out the real cause for this problem. The Government has not formulated any effective policy for the youth. Necessary and emergent steps for the redressel of unemployed youth should be taken, failing which youth will lose their faith in the democratic system.

The Government should set up more engineering/polytechnic/ medical colleges, as well as, provide job-oriented courses in various parts of the country, particularly, in rural areas.

Therefore, I urge upon the Central Government to immediately formulate 'employment policy' for the educated unemployed youth in the country for providing them with job opportunities in various fields. Thank you.

SHRI N.K. PREMACHANDRAN (Kerala): Madam, I associate myself with this issue. Madam, a huge rally of youth, belonging to the DYFI, is going on in front of the Parliament House against unemployment. I fully support their cause; and I urge upon the Government to come out with a clear policy on this matter.

THE DEPUTY CHAIRMAN: We shall take up the Legislative Business now. We will continue with the Suppression of Unlawful Acts Against Safety of Maritime Navigation and Fixed Platforms on Continental Shelf Bill, 2002. The discussion on this subject was over and the hon. Minister had to reply. मंत्री जी, बोलिए । ...*(Interruptions)*...

THE SUPPRESSION OF UNLAWFUL ACTS AGAINST SAFETY OF MARITIME NAVIGATION AND FIXED PLATFORMS ON CONTINENTAL SHELF BILL, 2002

SHRI SANTOSH BAGRODIA (Rajasthan): Madam, I just want to mention a small point.

THE DEPUTY CHAIRMAN: You can make your point at the time of the third reading. We should go by the procedure.

SHRI SANTOSH BAGRODIA: As you wish, Madam. But, please give me a chance, at any point of time, just a minute.

THE DEPUTY CHAIRMAN: Okay, at the time of the third reading, you can make your point.

SHRI SANTOSH BAGRODIA : Madam, it could be any time, either during the third reading or the fourth reading.

THE DEPUTY CHAIRMAN: We don't have any fourth reading. मंत्री जी, आप इनको यील्ड कर रहे हैं ? He was yielding to me. चलिए, बोलने दीजिए इन्हें एक मिनट ।

SHRI SANTOSH BAGRODIA: Madam, Deputy Chairman, I am happy that he has finally brought this Bill before the House, because it is mentioned in the Statement of Objects and Reasons of this Bill that it aims at effectively dealing with unlawful acts which endanger the safety of maritime navigation. I would like to draw the attention of the hon. Minister to an incident that in June, 2002, one particular vessel belonging to a foreign flag was seen lying on the Goa Beach. It drifted away and went around on the Candolim Beach. Even after a lapse of two and a half years, it is still lying there. I personally contacted Director General (Shipping). Should I mention his name? It was Mr. Thomas, I think. I had complained to him many times, and he showed his helplessness. If this power is not enough to solve the problem, please use as much power as you like; I am with you. My only concern is that these kind of unlawful activities are going on and the Government has not been able to do anything. The Environment Ministry, the Tourism Ministry and the Shipping Ministry cannot do anything. When I used words, 'Your Government is toothless', the President was very unhappy. He said, 'Why are you saying toothless?' I say this because that ship is still lying there and if it is broken, let me tell you, that Beach will remain contaminated for five years, at least. The entire beach will be completely damaged. I am sure, you don't want that. Probably, it might not have come to your knowledge; it might not have come to your information. I request you to do something about it. At least, after this Bill is passed, some action should be taken. That ship should be taken out of that Beach immediately, either through the intervention of the State Government, or, directly. The people have gone to the court also. All the formalities are over.

THE DEPUTY CHAIRMAN: Your one minute is also over.

SHRI SANTOSH BAGRODIA: Still there is some problem, because of which the ship is not being taken out. Madam, you are an environmentalist.

THE DEPUTY CHAIRMAN: How am I connected with ships?

SHRI SANTOSH BAGRODIA: Are you not involved? Madam, this is spoiling the environment of the Beach. You are an environmentalist. At least, you must help me so that this beach is not spoiled completely for all times to come.

उपसभापति : मंत्री जी, एनवायर्नमेंट का ध्यान रखकर जवाब दीजिएगा ।

THE MINISTER OF SHIPPING (SHRI VED PRAKASH GOYAL): Madam Chairperson, I am very grateful to the whole House to have fully endorsed the need and the contents of this Bill. I am, particularly, indebted to those hon. Members who took active part in the debate, and made valuable suggestions. Let us take the last point first. What Shri Santosh Bagrodia has said, is a matter which has been cleared by the court. I will surely examine as to what are the court's instructions, because many such ships are lying on coasts, all over the world. Even if they are abandoned by the owner, really, nobody takes care of them unless they come in the way of the navigational channel. But I will examine as to what are the orders of the court. Yesterday, during the course of the debate, Shri Moolchand Meena had asked as to why so much delay took place in bringing out this Bill. I would like to inform the hon. Member that it got delayed because of some procedural problems. Though the IMO Convention took place in 1988, where India also participated, it came into force only in 1992. They have their own procedural problems as per which it has been done. We don't have any say in it. Then, the Ministry of Surface Transport, which was dealing with shipping, at that time, initiated discussions with concerned agencies and different Ministries of the Central Government. International terrorism, as you would appreciate, was not as rampant in those days as it has been today. India has also been a witness to several political changes during the intervening period. I believe, probably, because of that reason, this subject did not receive that much attention as it should have after the formation of the Ministry of Shipping. The Union Cabinet approved accession to the Convention in September, 1999, and we deposited the Instrument of Accession with the IMO promptly in October, 1999. In May, 2002, the draft Bill was approved by the Cabinet, and, immediately, it was

introduced in the Monsoon Session of Parliament, where it could not be discussed for reasons well known to all of us. The hon. Member will appreciate that it was not delayed by the Government. Rather, the Government took prompt action to bring this legislation before Parliament. That is why it is before you.

Another question put by Shri Moolchand Meena was about the quantum of punishment. In this regard, a provision has been made for capital punishment for such crimes by which death is caused of any person. Keeping in view the punishment provisions of the Indian Penal Code and taking into account the severity of the offences, varying quantums of punishment have been provided in this Bill.

Another point made by Shri Moolchand Meena was relating to misuse of powers by the police officers. It is a usual complaint. Under clause 4 of the Act, a Gazetted Officer of the Central Government or Coast Guard, under the Ministry of Defence, has been given powers to arrest, investigate, and prosecute, as exercisable by a police officer, under the Criminal Procedure Code. So, enough provision has been made in this regard.

Shri Shankar Roy Chowdhury has made a very important point that this legislation does not include the pipelines. This legislation, rightfully, incorporates those elements which are covered by the SUA Convention and Protocol, which covers only fixed platforms, defined as an artificial island, installation or structure permanently attached to the sea bed upon which basis the present legislation has been proposed.

Madam, I am confident that the Ministry of Petroleum will take appropriate action, after examining the issues, as the need may arise. We cannot go beyond the Convention that we have signed. All the countries have signed the Convention. Therefore, it is not that, in any country, the pipelines are included. But I am very conscious that pipelines should also be included. Mr. Kamaraj has raised the issue of Continental Shelf. The issue of Continental Shelf does not relate to this legislation. As for Kachchathivu Island, I would say that the Government of India, through the Ministry of External Affairs, has taken up with the Sri Lankan Government the issue of fishing rights of Indian nationals, saying that these should be restored as early as possible. They will be fully protected, but the legislation cannot go beyond the Convention, as I said, and, in any case, not where inter-country relations are involved.

The point of fishing vessels was raised by Mr. Virumbi. For the purpose of legislation, a vessel of any type whatsoever or any other floating craft, including fishing vessels, is covered. Fishing vessels are advised not to cross the territorial waters. However, if they happen to cross either intentionally or otherwise, the limits laid down in the present legislation, the provisions of this legislation will become relevant, because this covers all vessels, irrespective of the size and the purpose for which they are floated.

Another point raised by Mr. Virumbi was regarding the burden of proof. The burden of proof will be on the accused. The nature of offences relating to terrorism call for a pro-active approach, to be effective. Such a provision is also based on similar provisions in similar Acts like the Anti-hijacking Act and the Suppression of Unlawful Acts against Safety of Civil Aviation Act. If such a provision is not there, it will take a lot of time to bring these unlawful acts to their logical conclusion, and the very purpose of this legislation, where time is the essence, will be defeated, for it may not have any deterrent effect. The intention is to create a deterrent effect so that the defaulters do not indulge in such acts in future. However, there is a precautionary provision of having taking the sanction of the Central Government prior to prosecution, under section 12 of this Act. Also, certain conditions have to be satisfied by the investigating agencies before the alleged accused is charged with an offence that is covered by this Act.

Madam, I think I have answered all the points and responded to the concerns raised by all those hon. Members who have participated in the discussion on this Bill. I, therefore, request the House to kindly pass this Bill.

THE DEPUTY CHAIRMAN: Now, the question is :

"That the Bill to give effect to the International Maritime Organisation Convention for Suppression of Unlawful Acts Against the Safety of Maritime Navigation and the Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf and for matters connected therewith, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up the clause-by-clause consideration of the Bill.

Clauses 2 to 14 were added to the Bill.

Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI VED PRAKASH GOYAL: Sir, I move :

That the Bill be passed.

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: So, your reply on this Bill in the House was your maiden speech.

SHRI VED PRAKASH GOYAL: I had my maiden speech yesterday itself on another legislation.

THE DEPUTY CHAIRMAN: But today, you have confirmed it. Now, we adjourn for lunch till 2 p.m. When we re-assemble, we will take up the Short Duration Discussion on the drought situation in various parts of the country.

The House then adjourned for lunch, at fifty-six minutes past twelve of the clock.

The House re-assembled after lunch at five minutes past two of the clock, MR. CHAIRMAN in the Chair.

SHORT DURATION DISCUSSION

Drought situation in various parts of the country

श्री मूल चन्द मीणा (राजस्थान): सभापति महोदय, यह अल्पकालिक चर्चा देश के अंदर व्यापक सूखे की मार के संबंध में लायी गयी है । महोदय, भारत व्यापक सूखे की चपेट में है और ऐसी स्थिति में जनता की आवश्यकताओं को समझने वाले एक राजनीतिक नेतृत्व, सतर्क और निपुण प्रशासन की जरूरत है । यह करोड़ों किसानों, खेत मजदूरों के लिए विकट संकट की घड़ी है । लोकतंत्र में शासन का मुख्य कार्य सूखा प्रभावित को तुरंत राहत पहुंचाना होना चाहिए, लेकिन वर्तमान राजनीतिक नेतृत्व, प्रशासनिक मशीनरी इस राष्ट्रीय विपदा की तरफ आवश्यक ध्यान नहीं दे रहा है । वह इस समस्या के प्रति लापरवाह है । सत्तारूढ़ तबका राहत कार्यों के संबंध में, खासकर केन्द्र और राज्य, विफल साबित हो रहे हैं । आज देश के कई राज्यों में वर्षा कम होने के कारण सूखे की स्थिति बनी हुई है । विशेषकर राजस्थान, मध्य प्रदेश, उड़ीसा, आंध्रप्रदेश, छत्तीसगढ़ और बिहार जैसे राज्यों के अंदर तो लोगों के सामने अकाल की भयंकर समस्या पैदा हो गई है । महोदय, राजस्थान के अंदर तो लगातार चौथी बार अकाल की भीषण स्थिति बनी है । राजस्थान के करीब 41 हजार गांवों में से 40 हजार से अधिक गांवों में अब की बार अकाल की भयंकर स्थिति है, लेकिन इस समस्या से निपटने के लिए राज्य सरकार ने पहले से ही अंदाजा लगा लिया था और अनुमान लगाकर संकट के निवारण के लिए योजनाएं बना ली थीं व केन्द्र सरकार से सहायता के लिए आग्रह हेतु अपना प्लान पहले से ही भेज दिया था ।